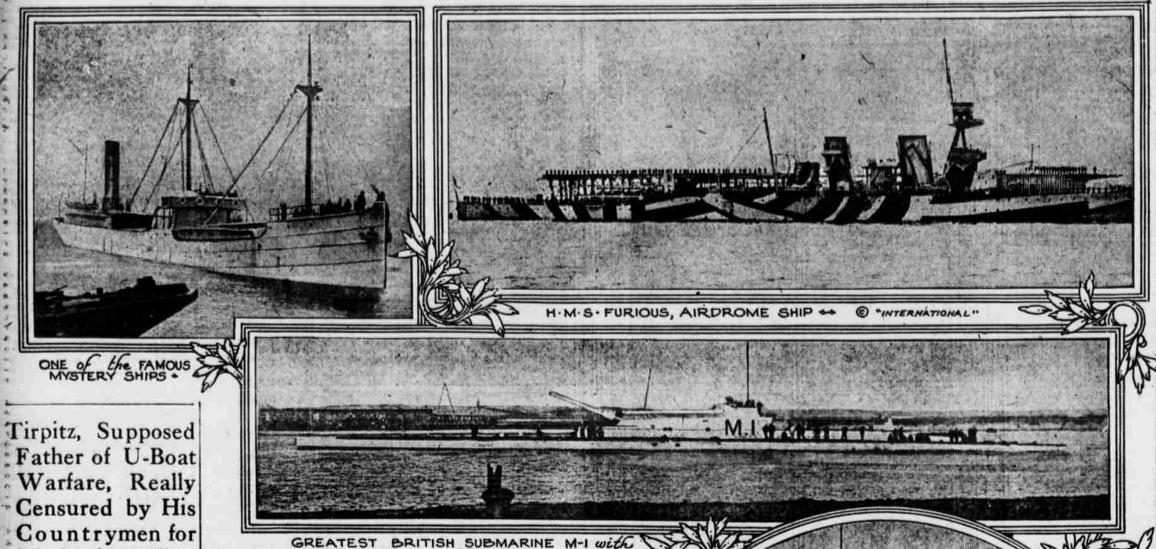
SUN, SUNDAY AUGUST 81, 2 00



Father of U-Boat Countrymen for Neglecting That Weapon So Long -High Seas Fleet sion, and if the careful analysis of certainty of favorable results in iso-

mount of valuable informasketches naval events and naval progress during the last three years of the

editor of the publication, and his colinto the controversial vein which probic concerning them. This is notably the case in the first chapter of the publication, a narrative of naval events and incidents from the battle render of the German High Seas Flee at Scapa Flow, November 21, 1918. The account of the Jutland fight ignores entirely the controversy which has raged in Great Britain over the tactics of Admiral Jellicoe on that occasion.

Results of Jutland Fight.

In reviewing the results of the battle Commander C. N. Robinson, R. N., contents himself with the following statement:

"The result of the Jutland battle was claimed as a victory by the Kaiser and throughout Germany. An efficial Berlin telegram of June 7, 1916, Dwellers Ruins in Manitou, Col. Chief the same. gained by able leadership and the effect of our artillery and torpedoes. As Mr. Balfour, then First Lord, point ed out on August 4, 1916, it would be an error to suppose that the engage ment changed the naval situation What it did was to confirm it. Before Jutland, as after it, the German fleet was imprisoned. After the armistice was proclaimed on November 11, 1918, however, Capt. L. Persius wrote in the Berliner Tageblatt that Germany narrowly escaped a crushing naval defeat at Jutland, sustaining severe losses, and it was clear to all ac quainted with the situation that this battle would be the only one. crews realized that if battle were given it meant, having regard to the small number of ships available, the useless sacrifice of a large number of lives." To the public, which has come to regard Admiral von Tirpitz as the dather of the submarine war, revelation, in Chapter III, of the bitter criticism to which he was subjected by his countrymen for his neglect of this very weapon of offence, will come as 1904 and 1905 Von Tirpitz had to defend his policy for its alleged fallare to recognize the submarine. In March, 1909, he said in a speech to the Budget Committee of the Reichstag, "How indignant would people be if the main feature of the German navy were forty submarines, which were only of the value of scrap fron!" and this attitude he maintained up to the very outbreak of the war. Ever miral confessed to the American con aspondent Von Wiegand that the naval authorities "had - previously ought that submarines could not re main longer than three days from their bases as the men would become

even the original plans for the unre- this argument the High Seas Fleet did Discounted Early stricted submarine war were rather the product of the Admiralty General Staff than of the Imperial Naval Department, of which he was the head and which was charged with the upkeep of the fleet, as distinct from the | ion on the proposals. The latter remethod of its employment in war.

Annual says: "There is good ground for believing that long before the bat-tle of Jutland the German High Seas the gravest doubt would exist as to the Fleet had surrendered its functions, or effect of naval ruthlessness upon neufighting machine to enforce Germany's will. Toward the end of 1915 the Adpendence of the Imperial Navy Department, seriously considered the necessity and probable success of an unrestricted submarine campaign conducted against England and prosecuted without any limitations of a political nature.

"In August of that year they dislitor of the publication, and his col-borators, have steered clear of purely of bankers, industrialists and political economists. The result was the preparation of a secret memorandum, the arguments in which conveyed the impression that the chiefs of the Adto prosecute the submarine war in unrestricted form, and that they hoped, nomic and not on purely naval grounds, approved. to convine the Emperor, the Imperial These data to the editor of the An-Chancellor and the diplomatists of the nucl are conclusive proof, first, that the

Engineers, Ninetieth Division.

PRINCIPALS and

in Uncle Sam's army, His next dis-

not figure. "Herr von Bethmann-Hollweg re-

ceived the memorandum in February, 1916, and asked Herr Helfferich, then Minister of Finance, to give his opin conclusive on economic grounds. There ad its functions surrendered for it trais and especially upon the United by its administrative chiefs, who had States. The original author of the ceased to regard it as an efficient staff memorandum replied, developing the argument that the internal situation of Germany was too serious to miralty Staff, asserting their inde-pendence of the Imperial Navy De-must be brought to an end if national collapse was to be avoided, and with that object the sharpest weapons must

be employed." Among the authorities with whose opinion the staff supported their emorandum were the heads of the Dresdener Bank and the Disconto-Gesellschaft and numerous other prominent figures in finance, ping magnate was consulted, however and no representative of the Deutsche Bank - significant omissions. shipping community was not in symthe great conflict without dropping miralty Staff had already determined pathy with the ruthless conduct of the war at sea, and Herr Helfferich had restricted form, and that they hoped, by basing their contention on eco-where the plan seems not to have been

Joseph Filario, the redundantly

PUEBLO INDIAN



internal unrest in Germany was ob-served by the best posted men within which we have held for many cen-British bombing squadrons. EING an Indian with a Carlisle Pedro Manitou of their people will tie second, that the High Seas Fleet, built question but that the object could be They operated the longest range and The fair Petra has been summering cost, never had the enthusiastic confi- plained that, in urging the policy he front and fired a total of 782 rounds foyia's duties as a member of at the ruins, where her small brothers dence of its own leaders. Furtherthe A. E. F. were naturally those of a and sisters have been earning the more, the determination to concenscout. He was in France a year, and money for their wedding presents to trate Germany's efforts on the subma- in Paris on March 26 he made a state. The first shipment of material arrived did his scouting with and for the 315th her by dancing tribal dances for visit- rine war operated toward the decay ing tourists. Petra's gown will be of and final surrender of the fleet, by white doeskin trimmed with beads discouraging its personnel and deepen-He got home July 1—the one Santa The altar will be a ceremonial altar ing the detestation of the men for the service to which they were bound.

Surrender Unparalleled.

the belle of his tribe and its reserva- ball player in Carlisle. When the war And so history moved on the 21st tion, Petra Sonsea by name. They will came along he was technically exbe married September 1 at the Cliff empt but enlisted and saw service all tame ending to the contest between

> dle without his fight in the Revenue. Drake, Hawke, Howe and Nelson strange and almost incredible."

Of special interest to Americans is the chapter on the present comparative Earl Brassey's view of Anglo-American rivalry, the United States having become the second naval Power after Great Britain. The editor of the Annual says:

decisive factor in the victory of the Allies, Without the British navy victory would have been impossible, Adhas no delusions as to how the war British fighting ships American ten attacks on submarines. fighting men never could have got

America Could Control Seas. "Mr. Daniels and others in high poitions in the States have urged that the United States should aim at possessing the most powerful navy in the

borders long before it became evi- turies and which we can justly claim, dent to the statesmen and military has never been misused. If the Amer- plied, leaders of the allied countries; and, ican people so desired, there is little United States Navy, is also described. up by Von Tirpitz at such enormous achieved. Mr. Daniels himself has ex- most powerful artillery on the tility to this country. When he was exceptionally accurate at long ranges. ment regarding his naval policy, in at St. Nazaire on July 25, 1918, and the course of which he corrected the the first gun was at the firing point very prevalent impression that Amer- thirty days later. ica wants to deprive Great Britain of the naval preeminence which she con siders vital to the empire's safety. He of November at Scapa Flow with its spirit of comradeship established bethe editors of the Annual are unable prominent a part, should prevent any to shake off the feeling of regret, al- serious rivalry arising on this matter

Seydlitz and Moltke and their con- ties of the American Navy during the ish and allied war vessels to intern- Knex, U. S. N., and furnishes a comment in the waters of the British base. plete and accurate, if somewhat color-"There is no parallel in naval his- less, account of the work done by the and seizure at Scapa Flow and to in- at the cessation of hostilities. Forty-

never acted, and we think never could aviation branch, which established arithmetical precision at no distant have acted as the German officers eighteen stations in France, seven in date. The rate of loss was such that acted when they brought their ships Great Britain and two in Italy, with out of every 100 ocean going steamto the Forth. The surrender seemed an aggregate personnel of 15,000 officers and men, resulting in thirtynine attacks on enemy submarines and strength of the leading navies, with bembs in Belgium, is briefly sketched, assisted the submarines in locating navy is the embodiment, has been the range of their objectives by destroyers. per cent. blockade of the coast. moral Sims, on his arrival in the plan and the diversion of the Killing-shipping due to vessels having to wait United States, expressed in noble terms | holme station to anti-submarine work | for a convoy bound on the route they United States, expressed in noble terms along the east coast of England. the comradeship of the British and the comradeship of the British and American navies. The American planes from Killingholme trained merchant captains would be would be hard to beat the tales of their face, where it can be destroyed. The was won, or by whom. Had it not been troled nearly 60,000 miles and made vers in close formation. The delays

In France the most important proj- embargoes then in force answered the iters, a revival of Ericsson's invention, point where the towing ropes issue set was the northern bombing group, first objection, but the second seems which did so much to maintain the sea from the stem of the ship it has been which was planned to operate against to have been waived by the Admiralty power of the Union forces during our found that the mine is always through the enemy bases in Flanders and was authorities in their desperate effort to to be a joint effort of the American and do something to meet the alarming British navies under the command of conditions. Rear-Admiral Keyes, R. N. Delays in obtaining suitable machines prevented tion was based on an entirely fallacious

The work of railway batteries, sup-

Another effort of the American added that the United States fully Navy about which very little has been realized the necessity of this present to the British Empire. The said in this country is the eil pipe line the end of October 1,503 steamships. against torped above which can spirit of comradeship established be- Forth. This work was decided upon than 10,000,000 tons, had been escorted be fitted makes the ship safe against than 10,000,000 tons, had been escorted above water attack from guns. This the mightiest fleets the world has ever war, and above all the cordial cooperof the Grand Fleet and the shortage had been lost—fourteen of them after is certainly a considerable achieveseen, and though they have convinced ation between the two naval services, of shipping and was designed to shorthemselves that the end was inevitable in which Admiral Sims played so ten the voyage of the tankers and enable them to avoid the highly danmost of shame for their profession, between the two great English speak. Great Britain. Work on the line, which overwhelmed officers and men ing races."

The abouter dealing with the activity which was of eight inch pipe with a previous April and was still declining. capacity of 100 tons of fuel oil per sorts pass down the long lane of Brit- war is contributed by Capt. G. S. the completed line passed a successful hour, was begun on July 11, 1918, and test on November 9. The success which attended the un-

restricted submarine war and led in tory for the surrender of the German 388 American vessels and the 80,711 the spring of 1917 to the introduc-High Seas fleet to impotent internment officers and men in European waters tion of the convoy system is treated in a chapter by Sir Norman A. Leslie, evitable destruction or decay, nor to three naval bases were established in K. B. E. A calculation made at the the giving up of the whole of the sub-marine flotilla with its salvage vessels," were made on enemy submarines. tained by the enemy in sinking merchant tonnage during the last fortnight in April, 1917, were to continue, The work of the American navai the end of the war could be fixed with ers which left the British Isles twenty-five failed to return. The plan of assigning patrol craft to certain areas the dropping of about eighty tons of had utterly failed, in fact, it probably The largest project in England was the the exact route likely to be followed naval air station at Killingholme, de- by their prey. Embargoes on outward signed originally for offensive work bound tonnage because of submarines against the German bases at Heligo- reported in certain areas had become land from seaplanes which were to be of such frequent occurrence that they towed on lighters to within flying amounted to the equivalent of a 40

The shortage of destroyers and un-forseen difficulties with the lighters adoption of a system of convoying compelled the abandonment of the were that it would result in delays to escorted 6,234 merchant ships, pa- unable to execute the required manœualready imposed on shipping under the scribed in the publication are the mon-

As events proved the second objecworld. This would imply the wresting operations before the armistice, but assumption. Sir Norman Leslie dis-

misses the matter with the statement ciprocating engines and heavy guns that after the scheme had been tried transferred either from obsolete batstation keeping proved quite good tieships or from ships under construcand the masters who were interviewed tion. They never quite fulfilled exon arrival home stated that they had pectations, but did some good work, enjoyed more sleep than they had had both against the Flanders bases and for months." -

THE SURRENDER OF

out by Admiral Sims in several of his monitor," mounting a single twelve speeches in this country, the merchant | inch gun, was also designed and comcaptain is generally a much better pleted during the war. naval service for the obvious reason that he takes up his profession when a lad, spends practically his entire life a number of other vessels, were fitted at sea and by the time he obtains a average naval officer, with his long partment filled with air and an inperiods of shore service, is quite unacquainted. At any rate after the sys- therefore full of water, the tem had once been tried nothing more moulded to the conformation of the chant skippers in handling their ships.

end of August, 1917, homeward bound ships except those with a speed above twelve knots were arriving in convoy and in September advocates, he is actuated by no hos- from their five guns, which proved arrangements were perfected to include the faster vessels as well. The results were most encouraging, though was found that the enemy, unable to strike at the convoyed homeward bound ships, was concentrating his efforts on outbound tonnage, with the result that the sinkings of this class water protection, and is likely to be were becoming more numerous. Accordingly measures were taken to into British ports and only twenty-four above water attack from guns. This separation from their convoys either ment, but naturally the arrangement by stress of weather or disobedience of the masters. The curve of subma- structure of the ship as a whole and gerous waters on the west coast of rine losses had declined to half the

A less obvious advantage of the system was that ships which were lost were generally torpedoed near harbor entrances, where help arrived in time to save the crews from the dangers of a long pull in open boats and sometimes in season to save the vessels themselves. This was the result of the ability of the convoys to traverse routes distant from the usual trade lanes and to frequently change their courses so that to be sure of getting in a shot at all the U-boats were obliged to lie in wait nearer the coast, where the convoys necessarily converged toward the ports. Altogether 9,354 ships were convoyed on the Atlantic and less than one-third of 1 per cent, were lost through enemy action. The convoy system was also extended to the Mediterranean with satisfactory

the editors of the Annual have not seen fit to give more details of the ship's course and keeping a continuous work of the "Q-boats," the decoy ves- strain on the towing line. The line sels, which during the worst stages of er cent, blockade of the coast.

The two main objections to the disguised as small merchant ships to the property of the cutter. trap unwary submarine captains into coming within easy range of the guns coming within easy range of the guns is caught against the towing rope mounted behind canvas bulwarks. Their work is dismissed with a short apparatus. This severs the moories actions for discipline and endurance.

Belgian coast, they afterward were sel in motion pushes an

THE GERMAN FLEET to THE GRAND PLEET NOVEMBER 21" 1918. FACSIMILE OF THE PLAN PREPARED ON BOARD THE GRAND FLEET FLAGSHIP QUEEN ELIZABETH along the Italian littoral. The M-1, As a matter of fact, as pointed an experimental type of "submarine

Protected Against Torpedoes.

Certain of the monitors, as well as with the bulge or blister protection command has handled every variety of against torpedoes. This consisted esvessel under conditions with which the sentially of a watertight outer comner compartment open to the sea and was heard of the deficiencies of mer- ship's underbody in the form of a bulge or blister. The device v all invention of Sir E. H. Tennyson d'Eyncourt, K. C. B., director of naval construction.

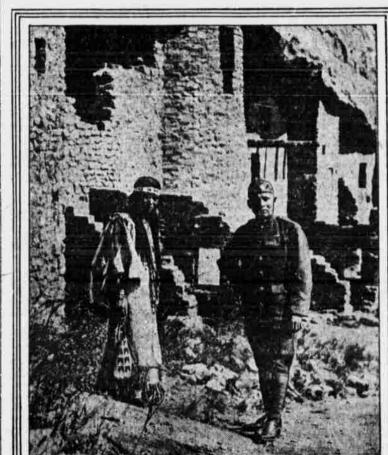
The latest edition of the Annual gives the following particulars regarding this type of protection:

"No bulged ship hit by a torpedo has ever been sunk. It may be taken, therefore, that this has been accepted in principle as the best form of underadopted in the future. The actual results show that this form of protection makes the ship equally safe adds greatly to the weight of the Torpedoed at Harbor Entrances. very small, and, in fact, with ships of ordinary proportions, no greater loss of speed is entailed than is brought about by the increased displacement brought about by the additional weight of the bulge."

Mine Sweeper Still Working.

Another protective device described is the paravane, a mine sweeping appliance which is of special interest because its usefulness is not yet at an end. The M type, or Otter paravane, is designed for use by merchant ships and is towed by means of a wire rope extending on each side from the stem. The body of the machine is a cigar shaped cylinder of steel plate in size and appearance not un-like a torpede. It is fitted with metal planes extended out from a point near the nose of the cylinder, and the plane and a hydrostatic valve are so ad-The lay reader will feel regret that justed that the device will run at a predetermined depth parallel with the shackle to a cutting device which if

and forced into the jaws of the cutting use of Otters makes a vessel actually Among the novel types of ships de- mine proof. Even in cases where a civil war. First constructed for ser- to one side or the other and dealt with vice against the German bases on the by the device, probably because a ver utilized in the Adriatic and at Gallipoli. cushion of water in front of the stem Most of them were makeshifts of hurried construction, equipped with re- path directly to one side or the other.



A Pueblo Indian Idyll

Clara Pueblo tribesman who had served stone that is part of the ruins.

tinction will be that of a bridegroom to blushing bridegroom, was a crack foot-

education, Joseph Filario Ta- the knot.

Fleet a Life Work.

The building of the High Spas Fleet was the Admiral's life work; rivalry with England on the element of he traditional supremacy was his obses